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For Freight or Passage, apply to
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Accommodation and carries a Doctor and Stewardess.


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Ports on MONDAY, the 21st Instant,
5 p.m.
For Freight or Passage, apply to
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Hongkong, December 17, 1885. 2

GIBB LINE OF STEAMERS.

**FOR PORT DARWIN, AND THEN
DIRECT TO SYDNEY AND
MELBOURNE.**
The Steamship


 Captain Ror, will
 despatched as above
 Daylight on **TUESDAY NEXT**, the
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Through Cargo taken for all AUSTRA
PORTS, TASMANIA and NEW ZEALAND.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO


Managers,
Hongkong, December 16, 1885.

FOR SINGAPORE, PENANG AND

1612

CALCUTTA.

The Steamship
Anjer Head,
MACEY, Commr.
will be despatched for



above Ports on **THURSDAY**, the
Instant, at Noon.
For Freight or Passage, apply to
ADAMSON, BELL & CO.

Hongkong, December 14, 1885.

FOR SINGAPORE.

will be
re on
m.

The Steamship
China
will be despatched
above named Port
THURSDAY, the 24th Instant, at 4

For Freight or Passage, apply to
BUTTERFIELD & SWIRE
 Agents.
 Hongkong, December 16, 1885.

UNION LINE.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship

will be
ave on



Claymore,
Captain GULLAND,
despatched for the
Port on SATURDAY, the 26th Inst
3 p.m.

For Freight or Passage, apply to
RUSSELL &
Agents.
 Hongkong, December 9, 1885.

Sailing Vessels.


 The Fast and Favorite And
 Clipper Ship
South American,
 FRANK FOWLE, Master, w

here for the above Port, and will
quick despatch.
Rate of Freight, Shillings Fifteen
of 40 cubic feet.
For Freight, apply to

2189
GO. Hongkong, November 6, 1885.
FOR SAN FRANCISCO.

The 3/3 L.I.I. American
Palmyra,
MINOTT, Master, will load
for the above Port, and
have quick despatch.

For Freight, apply to
RUSSELL &
Hongkong, October 28, 1885.

PACIFIC MAIL STEAMSHIP
PANY.
THE Undersigned hereby gives

that he has been Appointed
of the above Company at this port.
CHAS. D. HARD
Hongkong, December 2, 1885.

ove on
4 p.m.
Cabin
t, upon

**OCCIDENTAL & ORIENTAL S
SHIP COMPANY.**

THE Undersigned hereby gives

IRE, that he has been Appointed Agent of the above Company at this port.
CHAS. D. HARMON
2188 Hongkong, December 2, 1885.

studio, the dresses of the actors, and the management of the statue and its chiselling,—even Messrs Dilly and Allen could not have found a fault. Trotter, the Great statue, took the central place, and by his delineation of this trying part, demonstrated, amid roars of laughter and applause, that he was at once one of the greatest heroes, and one of the most capable actors of the amateur class ever seen in Hongkong. This is high praise, and is not bestowed merely on account of the immense amusement which Mr Whitall extracted from Trotter and Alexander the Great last evening, but is based upon the signs made evident of his power to give a thoroughly high-class representation of any character which he might undertake. We are perfectly honest in saying that, excepting an occasional lapse into the common error of amateurs—a failure to speak out their lines distinctly to the audience—the farce was acted by every one concerned with a freedom and dash which would have done credit to a good professional company. *Laripser*, in particular, showed that he was accustomed to the boards, and that he knew well what to do and how to do it. His management of his life-like statue and his love-making had both to be carried on simultaneously, and he was perfectly at his ease in both duties. In the love-making he was graciously assisted by Miss Lamont as Kate, whose scream over the groaning statue was alarmingly natural and wonderfully effective. Trotter we have already spoken of as one of the cleverest amateur delineations of late years. He was vivacious all through, even when subdued into marble; and his antics on the pedestal, which bore not even the shadow of vulgarity, were excruciatingly funny. When tipsy, he was still the gentlemanly hero, and he used violence only when his Imperial dignity was directly assailed. *Dr Stenograph*, besides being capitally dressed, was an admirably-toned piece of acting. He was fussy and funny without being ridiculous, and altogether he showed that his personator is a great acquisition to the Club. *Mrs Piper* almost defies description: she was a revelation of ridiculousness, and many of her sallies were entirely lost by the roars of laughter which were the outcome of her get-up and manner. Her appearance alone was a screaming farce, and her absurdities must become historical in the dramatic annals of the Colony. It is needless to say that the curtain fell amid deafening applause.

Tom Taylor's comedietta, entitled "Nine Points of the Law," was the second piece on the programme; and although this pleasing comedy was played here by the A. D. C. nearly eight years ago, it was sufficiently fresh and new to new residents. Mr Hockey, the veteran member, is the only one of the cast of 1878 remaining in the Colony. It is well that he still remains, for such a treat as that which he gave us last night is something worth living for. Last night the cast was as follows:—

Joseph Ironside, Mr. HOCKEY.
Cunningham (an Act.), Mr. HERBERT.
Redoubt, Mr. GRACE.
John Britton, Mr. ROWLES.
Mrs Smythe (a Widow), Miss GREY.
Katie Mopson (her), Miss GREY.

Send a Note (a Village School Girl), Miss F. LAMMONT.

Eight years ago the A. D. C. had not been blessed by assistance from lady members, and the important part of the widow was then played by a blushing gentleman of some thirty summers. The community are certainly much indebted to the ladies for having changed this, and for having given their invaluable aid to the efforts of the Club. As we have already hinted, *Joseph Ironside* is the chief character in this pleasing piece, and that Mr Hockey ably maintained his position goes without saying. To those who have known the Hongkong stage for the last two decades, it is needless to criticise the acting of this matured actor. He has played many parts, and has never failed to do full justice to them; so that he is now justly regarded as the mellowed veteran of our local stage. Last night he was the gruff, cautious, honest old Lancashire cotton-spinner; and, except on the printed programme, Mr Hockey for the moment had disappeared. The representation of this fine character was simply perfection—in bearing, look and gesture; and so admirable was it in detail that the audience not infrequently burst forth in applause at a casual word or an expressive glance. It was one of those pleasures which one can look back upon with increased enjoyment. In some of the scenes between *Joseph Ironside* and the fascinating widow, the excellence of the acting strongly reminded us of similar scenes between Mr and Mrs Kendal, and certainly they were not less enjoyable. *Mrs Smythe* is a part admirably suited to Mrs Hockey, and she played it with great care and success. Few could have done better, and the varying moods and "wheeling ways" rendered necessary by this difficult rôle were excellently represented. It was an exceedingly clever personation; and one of the beauties of this lady's acting is, that she understands so distinctly that you need never lose a single word. The widow was well supported by Miss Grey as *Katie Mopson*, whose chief duty it was to look pretty and to make love modestly to the satisfaction of her lover (*John Britton*), a handsome "young lawyer chap" who had won the heart of the fair piece. All these duties

were gracefully done by Miss Grey, and she gave "another smack" of a kiss to the honest-hearted cotton-spinner, she was loudly applauded on the result of this her first appearance on the Hongkong stage. *Sarah Jane* was as nice-looking a village school-girl as any one could wish to see. John Britton, the "young lawyer chap," acted his part with ease and grace, as if he were to the manner born, and added much to the smoothness and tone of the piece. *Cunningham*, the attorney, was well got up, and spoke his part well. In his scene with the widow, when he was caught in her trap by unprofessional conduct, his acting was good, and it was all the better because it was not overdone. Last but not least, *Redoubt*, the unamiable character of the piece, was in very able hands. Next to *Ironside*, it was the clearest piece of delineation of the cast; and although the antagonistic feeling of the audience told against the applause given, this in itself is a compliment to the actor. The unprincipled rascal was all there, and grace was absent. It may be added that the comedy went smoothly, and with the greatest possible success throughout.

The Band of the 2nd Northamptonshire Regiment played a selection during the evening; and we sincerely hope that the A. D. C. will give us many more entertainments as pleasant as that of last night.

VICTORIA REGATTA.

THIRTIETH MEETING.

Patron:—H. E. Sir George Ferguson Bowen, G.C.M.G.
Vice-Patrons:—His Excellency R. Vesey Hamilton, C.B., R.N.; His Excellency Major-General Cameron, C.B.; The Honorable Sir George Phillip, Knt.; Commodore Morant, R.N.
Stewards:—Commodore Alleyne, R.N.; Col. Anderson, Northamptonshire Regt.; Col. Crawford, R.A.; W. M. Deane, Esq.; Col. Foster, Northamptonshire Regt.; H. Hoppus, Esq.; Hon. W. Kewick; Captain Long, R.N.; A. Molver, Esq.; Captain R. E. Pearson, R.N.; Commander R. M. Rennie, R.N.; Col. Walker, R.N.; F. E. Widdows, Esq.

Committee:—Hon. T. Jackson (Chairman), C. A. Bramwell, Esq., Northamptonshire Regt.; H. R. Coombs, Esq.; D. Gillies, Esq.; N. G. Mitchell-Lynes, Esq.; E. R. Wood, Esq.; G. D. Boring, Esq.; A. Denison, Esq.; T. Glass, Esq.; J. I. Hughes, Esq.; F. Koch, Esq.
Hon. Secretary:—J. H. Stewart Lockhart, Esq.
Hon. Treasurer:—C. S. Addis, Esq.
Judges of the Rowing Races:—R. K. Leigh, Esq.; and A. K. Travers, Esq.
Umpires and Starters:—Rowing, A. P. MacEwen, Esq.; and H. J. H. Tripp, Esq.; Yachting, and Open Sailing Boats, E. Hart, Esq.; and E. Burns, Esq.

The thirtieth annual Regatta of the Victoria Recreation Club was begun this afternoon in the loveliest weather imaginable, a pleasant breeze blowing from the North-East making the day an admirable one for the sailing races without jangling the water sufficient to disturb the sculling and four-oared races or making it uncomfortable for spectators. The arrangements this year for the comfort of visitors were in every way equal to that of former years, if not better. In some respects they were much better. The employment of lighters as a Flagship was a distinct improvement on the Flagships of the two previous years, the *Coptic* and the *White Cloud* respectively. These, though much more handsome, larger, and, perhaps, more commodious, could not from their great size be moored so near the shore and thus afforded the spectators much less opportunity of witnessing the races than the ungainly but suitable lighters. The lighters were three in number, and were moored almost directly opposite the Long Piers attached to the Kowloon Godowns. One was set apart for the use of members, another for the serving of tiffin and use of spectators, and the third was specially reserved for dancing. They were all covered with with rattan, and gaily dressed with bunting, and presented the appearance of a pretty little floating village. They were largely patronised throughout the afternoon, which was most agreeably and enjoyably spent. Tiffin was served on board about one o'clock by the Hongkong Hotel, the arrangements being carried out under the direct supervision of the obliging manager of the Hotel, Mr Grosley. Dancing was begun some time later on, and towards the close of the afternoon was carried on vigorously. Mr O. S. Addis and other members of the Committee were very assiduous in their attention to the visitors. Among those who were present were H. E. the Governor, and Miss Bowen, H. E. Vice-Admiral Hamilton, Hon. W. H. Marsh and Mrs Marsh.

The races themselves were not so exciting as they were last year, and consequently they were less interesting. It was thought that some of the finishes in the Club races would be exceedingly close, but as it turned out, the winning crew had nearly all their own way. The three four-oared races, the Chinese, American and Chairman's Cups, were won in each case by the crew of which Dr Thompson was stroke with comparative ease, and this, whatever else may be said of it, shows conclusively how much depends on the stroke. It may be admitted that in each case, he had good oarsmen behind him, but it must also be remembered that some of the other strokes had as good if not better oarsmen in their boats. After Dr Thompson's work today, we are inclined to think that, unless he has overworked himself, he will carry his crew (the Irish) at an easy victory in the International tomorrow. The Junior Sculls race was won very easily by Shepherd, who exhibited a good deal better form than his only rival, and had much more stay in him. The Volunteer Cup, a pair-oared race, may be left out of consideration as regards rowing. Messrs Glass and Goodlad, who had entered the Lily, and who were considered to have a very good chance of winning the race, refused to come forward, and though Messrs Lammert and Turner started and rowed over the whole course, there was actually no race. The other events were, with the exception of the race for merchant vessels' gigs, well contested. As usual, there was considerable delay in getting the crews to the starting point, but by dint of much persuasive "bullying," Messrs MacEwen and Tripp, the Starter and Umpire, managed to get the crews sent off much more punctually than is customary. Both these gentlemen discharged their duties to the satisfaction of everybody. Messrs Leigh and Travers as Judges also fulfilled their duties satisfactorily. Mr Stewart-Lockhart, the Hon. Secretary, to whom much of the success of the late meetings have been due, also exerted himself in every way to make the afternoon a pleasant one, and rendered yeoman service to the starter and umpire in getting the crews to the post.

Again we have to complain of the annoyances caused to the rowers by the steam launches which follow the races. Year after year this nuisance becomes greater. Several times this afternoon launches considerably interfered with the comfort and chances of the competing crews, by steaming 200 or 300 yards in front of the boats. The spectators ought to have more regard for the rowers, and at least not get in front of the Starter's launch, which is generally as close up to the rowers as is necessary or convenient.

The following are the descriptions and results of to-day's races:—

FRIDAY, 18th DECEMBER, 1885.
1st RACE.—12.30 p.m.—JUNIOR SCULLS.
 For Single Pair Sculling Boats. Entrance, 50s. Distance, One Mile. Prize, "Brokers' Cup." Open to any one who has never won a Sculling Race in China or Japan.
 E. B. Shepherd, 1st. 13lbs.
 C. A. Cornish, 2nd. 11lbs.

The first race of the day only brought out two contestants, as Goodlad decided not to endanger his chance in the four-oared contests by taking it out of himself in the Junior Sculls. The race was therefore looked upon as an almost certain event for Shepherd, who has lately been sculling in capital form and succeeded on Sunday last in beating Goodlad over the course by four lengths.

About 12.45 both scullers were at the post, and a very good start was effected. Shepherd had the inside stroke, which gave a slight advantage as the tide was against the rowers. For the first quarter-of-mile or so both boats kept on very even terms, both scullers pulling a steady stroke. Shepherd's stroke was particularly noticeable for his fine "catch" of the water. After passing the Naval Stores, Shepherd increased his lead, and though Cornish made a game effort to recover the lost distance, Shepherd was able to hold his lead and afterwards increased it to about four lengths, by which he won the race.

Time, 7 min. 30 sec.
 E. B. Shepherd, 1st.
 C. A. Cornish, 2nd.

2nd RACE.—1 p.m.—FOX GIGS. Pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, 50s. First Prize, 50s.; Second, 25s. Outriggers Bona excluded.

Royal Engineers, Janet.
 Royal Engineers, The Sapper.
 Northamptonshire Regiment, Invicta.
 Royal Artillery, The Gunner.
 Only three boats came to the post, the Invicta, the crew of the new regiment, not turning up. A capital start was effected, and for three-quarters of the distance the boats kept well in line. The Gunners and the Sappers started with a stroke of about 30 to the minute, while those in the Janet started with a slightly faster stroke. Of the three crews, that in the Gunner exhibited decidedly the best form and pulled stronger and better together. They kept so far out, however, and had to contend with a very strong tide. This materially affected their chances of winning the race, and when the Naval Sheds were reached it was seen that the race lay between the two inner boats. Just at this point, the Sapper, through bad steering, fouled one of the buoys, on the course, and the race was virtually over. The Janet soon took the lead, and though the Sapper made a brave effort to catch her up, she increased her lead, and came in first in 8 min. 2 sec., three lengths ahead of the Gunner, and at least six lengths ahead of the Sapper.

Janet 1st. 10lbs.
Sapper 2nd. 11lbs.
Gunner 3rd. 12lbs.

3rd RACE.—1.40 p.m.—CHINESE CUP. For Four-Oared Canton Outriggers. Distance, One Mile. Entrance, 50s.
"Leak"
 Bow, E. Götts, 1st. 10lbs.
 No. 2, F. C. Wilford, 2nd. 11lbs.
 No. 3, R. Goodlad, 3rd. 12lbs.
 Stroke, T. Glass, 1st. 10lbs.
 Cox, G. A. Caldwell, 2nd. 10lbs.

Station No. 3.—Admiral's Flag.
 Bow, W. O. Boothby, 1st. 13lbs.
 No. 2, A. E. H. MacEwen, 2nd. 11lbs.
 No. 3, E. T. Sumner, 3rd. 11lbs.
 Stroke, J. D. Hickley, 1st. 11lbs.
 Cox, C. B. Miller, 2nd. 10lbs.

Station No. 4.—White, Blue Sash.
 Bow, H. F. Hayllar, 1st. 11lbs.
 No. 2, D. A. Mills, 2nd. 11lbs.
 No. 3, J. H. Stewart-Lockhart, 3rd. 12lbs.
 Stroke, J. I. Hughes, 1st. 11lbs.
 Cox, R. Hopkins, 2nd. 10lbs.

After a little delay in getting the boats into line, a very fair start was made, the Shamrock getting, if anything, rather the worst of it. For about two hundred yards from the start all four boats appeared to be on about equal terms, but soon after this the Shamrock, and the Thistle, rowed by the Naval crew, began to draw away from the other two. Glass' crew, on the inside station, started with a rather slow stroke, rowing in splendid form but taking it, apparently, rather too easily. On reaching the Naval Stores, the Shamrock, capitally rowed, led by nearly a length from the Naval boat, while the inside and outside boats, the Leek and the Kornblume, were about two lengths behind the Thistle. The latter in passing the Coal Sheds started and tried to get on even terms with the Shamrock, but Thompson was equal to the occasion and held the lead to the end, finishing about a length ahead of the Thistle, which pulled up opposite the Flagship. The Leek came in third, about three lengths behind the Thistle, which finished about half a length in front of the Kornblume. Time, 6 min. 45 sec.

Shamrock 1st. 10lbs.
Thistle 2nd. 11lbs.
Leek 3rd. 12lbs.
Kornblume 4th. 13lbs.

4th RACE.—2 p.m.—FOR MEN-OF-WAR'S GIGS AND WHALERS. Distance, One Mile. Entrance, 50s. First Prize, 50s.; Second, 25s. Time allowed for Oars, 8 seconds per Oar.

Post Entries.
 As usual the event provided much amusement and was contested with the zest and keenness which is the distinguishing feature of the race. Eleven boats entered; from the four-oared gigs to eight-oared whalers. They were as follows:—

Victor Emanuel's 8-oared cutter 1
Victor Emanuel's 6-oared whaler 2
Commodore's Flag 3
Audacious 8-oared gig 4
Vigilant 6-oared whaler 5
Wivern 6-oared whaler 6
Audacious 6-oared whaler 7
Audacious 6-oared whaler 8
Expor 6-oared whaler 9
Agamemnon 6-oared whaler 10
Rambler 4-oared gig 11
His 5-oared gig 12

Immense difficulty was experienced by the starter in getting the boats to come to line, and ultimately, when the flotilla had advanced some 200 or 300 yards from the Post, they were sent off to a fairly even flying start. Again the lead was soon taken by the Commodore's cutter, manned by Chinese, and the Admiral's gig. These crews contested every inch of the ground, both rowing in very good form; the race resulting in a win for the Commodore's cutter by about a length. Some ten or a dozen lengths behind the two leading boats were a cluster of five boats, two of which fouled the Rock through taking a course too close to the shore, all within a length of each other. The following are the three winning boats:—

Victor Emanuel's 8-oared cutter 1
Victor Emanuel's 6-oared whaler 2
Audacious 8-oared gig 3

Though the race was a good one between the first and second boats, it was thought that it would have been fairer and more interesting if these two boats, which year after year have carried all before them, had been excluded. It has therefore been decided to give to-morrow a race for men-of-war's gigs and whalers, all those boats defeated to-day, the first prize to be 50s., and the second 25s., the time allowed for oars being 8 seconds per oar and the distance the same. It will be rowed about 2.45.

5th RACE.—2.30 p.m.—VOLUNTEER CUP. Presented by J. Francis, Esq., For Pair Oars. Distance, One Mile.

"Kathleen"
 Bow, F. Koe, 1st. 12lbs.
 Stroke, G. L. King-Harman, 2nd. 13lbs.
 Cox, G. C. Hayward, 3rd. 10lbs.

Station No. 1.—White.
 Bow, F. Koe, 1st. 12lbs.
 Stroke, G. L. King-Harman, 2nd. 13lbs.
 Cox, G. C. Hayward, 3rd. 10lbs.

Station No. 2.—White and Red Hoops.
 Bow, R. Goodlad, 1st. 10lbs.
 Stroke, T. Glass, 2nd. 11lbs.
 Cox, R. Hopkins, 3rd. 10lbs.

This race, which was looked to as likely to prove one of the prettiest and most keenly contested Club events, was robbed completely of its interest by Messrs Glass and Goodlad declining to come to the post, for reasons best known to themselves. As it was, rather than leave the event out altogether, Messrs Lammert and Turner volunteered to enter and comply with the rule of the Club. Of course, they had no chance of winning against men who had trained specially for the event for a month past but they nevertheless pulled completely over the course in very good form. The Kathleen was rowed over the course at a very moderate pace, and passed the winning post in 7 min. 35 sec.

6th RACE.—3 p.m.—FOR SAMPANS STRZEN. For Chinese Women. Distance, One Mile. First Prize, 50s.; Second, 25s. Time for Oars, 6 seconds per Oar.

Station No. 1.—White and Red Hoops.
 Bow, E. Götts, 1st. 10lbs.
 No. 2, F. C. Wilford, 2nd. 11lbs.
 No. 3, R. Goodlad, 3rd. 12lbs.
 Stroke, T. Glass, 1st. 10lbs.
 Cox, G. A. Caldwell, 2nd. 10lbs.

exposed, but it was staying power that told in the long run and the first prize fell to the strongest crew, whose fair coxswain had throughout the race sat snugly concealed in the stern sheets, apparently oblivious of all around her. The time made by this winner, eight minutes, was very creditable. We regret we were unable to discern the number of the winning sampan, or the name of the lady who steered her to victory.

7th RACE.—3.30 p.m.—AMERICAN CUP. Presented by the American Community. To be rowed in Canton Piers. Distance, One Mile. Entrance, 50s.

Station No. 1.—Yellow and Black.
 Bow, G. C. Master, 1st. 10lbs.
 No. 2, D. Kennedy, 2nd. 11lbs.
 No. 3, J. H. Stewart-Lockhart, 3rd. 12lbs.
 Stroke, H. N. Thompson, 1st. 11lbs.
 Cox, W. Stopani, 2nd. 10lbs.

Station No. 2.—Dark Blue and White Hoops.
 Bow, O. H. Thompson, 1st. 10lbs.
 No. 2, E. B. Shepherd, 2nd. 11lbs.
 No. 3, F. C. Wilford, 3rd. 12lbs.
 Stroke, R. Goodlad, 1st. 11lbs.
 Cox, R. Hopkins, 2nd. 10lbs.

Station No. 3.—Black and Red.
 Bow, T. H. Leonard, 1st. 10lbs.
 No. 2, H. F. Hayllar, 2nd. 11lbs.
 No. 3, A. H. Jackson, 3rd. 12lbs.
 Stroke, C. H. Grace, 1st. 12lbs.
 Cox, G. Grimbale, 2nd. 10lbs.

Station No. 4.—White, Blue Sash.
 Bow, E. Götts, 1st. 10lbs.
 No. 2, A. F. MacEwen, 2nd. 11lbs.
 No. 3, W. Parfit, 3rd. 12lbs.
 Stroke, J. I. Hughes, 1st. 11lbs.
 Cox, J. Wallace, 2nd. 10lbs.

Station No. 5.—White and Red Hoops.
 Bow, E. Götts, 1st. 10lbs.
 No. 2, A. F. MacEwen, 2nd. 11lbs.
 No. 3, D. A. Mills, 3rd. 12lbs.
 Stroke, T. Glass, 1st. 11lbs.
 Cox, G. A. Caldwell, 2nd. 10lbs.

This was looked upon as one of the most interesting contests of the day, as it was considered to be a very open event. Glass' Thompson's and Hughes' crews seemed to be about equally favoured. The five boats were got away well together, the Shamrock on the inside having rather the worst of the start, and the Leek getting away with a slight lead. For some distance the boats remained on very even terms, but near the Rock the Shamrock obtained a decided lead.

In passing the Naval Stores Shamrock was leading by a length, with the Victoria next and the Leek in third place. Thistle and Kornblume were very near fouling, owing to the latter steering a course too much in side. A little later the Kornblume dropped a length or two astern of the Thistle and any chance which the Leek might have had was lost by the action of a steam launch which went ahead of the racing boats, and left the Leek, the outside boat, all her wash. The Victoria, after passing the Sheds, pulled up well on the Shamrock, passing the Flagship about half a length behind her, with the Thistle third and then the Leek and Kornblume. Time 7.30.

Shamrock 1st. 10lbs.
Victoria 2nd. 11lbs.
Thistle 3rd. 12lbs.
Leek 4th. 13lbs.
Kornblume 5th. 14lbs.

8th RACE.—4 p.m.—FOR MERCHANT VESSELS GIGS. Distance, One Mile. Entrance, 50s. First Prize, 50s.; Second, 25s. Time for Oars, 6 seconds per Oar.

Post Entries.
 Only two boats turned out for this event, viz., a five-oared whaler from the S. S. Zefiro, and a four-oared gig from the S. S. Zefiro, manned by Chinese. The Chinamen started full speed and kept ahead for a few hundred yards by which time they appeared to be pumped. The Oberon's crew then went ahead, pulling steadily and in very good style and before reaching the Flagship they were many lengths (from 10 to 20) ahead. Time 9.30.

Oberon's 5-oared whaler 1
Zefiro's 4-oared cutter 2

9th RACE.—4.30 p.m.—THE "CHAIRMAN'S CUP." Presented by the Hon. T. Jackson, For Four-Oared Canton Outriggers. Distance, One mile and a half. Entrance, 50s.

Station No. 1.—Dark Blue and White.
 Bow, C. H. Thompson, 1st. 10lbs.
 No. 2, E. B. Shepherd, 2nd. 11lbs.
 No. 3, W. Parfit, 3rd. 12lbs.
 Stroke, R. Goodlad, 1st. 11lbs.
 Cox, R. Hopkins, 2nd. 10lbs.

Station No. 2.—Black and Red.
 Bow, J. E. Edwards, 1st. 11lbs.
 No. 2, A. H. Jackson, 2nd. 12lbs.
 No. 3, E. F. Friedrichs, 3rd. 12lbs.
 Stroke, C. H. Grace, 1st. 12lbs.
 Cox, G. Grimbale, 2nd. 10lbs.

Station No. 3.—White and Red Hoops.
 Bow, F. C. Wilford, 1st. 10lbs.
 No. 2, D. Kennedy, 2nd. 11lbs.
 No. 3, H. F. Hayllar, 3rd. 12lbs.
 Stroke, T. Glass, 1st. 11lbs.
 Cox, G. Grimbale, 2nd. 10lbs.

Station No. 4.—White, Blue Sash.
 Bow, E. Götts, 1st. 10lbs.
 No. 2, A. F. MacEwen, 2nd. 11lbs.
 No. 3, W. Parfit, 3rd. 12lbs.
 Stroke, J. I. Hughes, 1st. 11lbs.
 Cox, J. Wallace, 2nd. 10lbs.

Station No. 5.—Yellow and Black.
 Bow, G. C. Master, 1st. 10lbs.
 No. 2, E. B. Shepherd, 2nd. 11lbs.
 No. 3, D. Kennedy, 3rd. 12lbs.
 Stroke, H. N. Thompson, 1st. 11lbs.
 Cox, G. A. Caldwell, 2nd. 10lbs.

A great deal of interest centred in the race for the Chairman's Cup, one of the most valued prizes of the Regatta, and all five of the boats entered appeared to be about equal in the mile and half course. Some difficulty was experienced by the starter in getting all the boats in line with the starting post, owing to some junks anchored in the way; but the difficulty was overcome and a fair start effected, the inside boat, Victoria however, getting away rather behind the others. The water had by this time got rather lumpy, owing to the wind having freshened, but the crews of all the boats commenced very steadily and for some time

there was little difference in the position of the boats, the Shamrock on the extreme outside having a slight lead. Less than a quarter of a mile from the start, the Leek and Kornblume slightly fouled, the foul being claimed by the Kornblume. Neither boat was, however, delayed much by the accident. Just before reaching the post at Yau-ma-ti, the Thistle worked into first place, with the Shamrock about a length behind her, and the Leek, Victoria and Kornblume all together, about two lengths astern. By the time the boats arrived opposite the Naval Stores, Thompson, rowing in splendid form, had increased his lead by another length, and the Leek had pulled up close to the Thistle and a little further on passed her and took second place. The same order was kept to the Flagship, Shamrock coming in winner by about three lengths from the Leek, which was about two lengths in front of the Thistle. The time, unfortunately, was not taken.

SAILING RACE.—FOR MEN-OF-WAR'S BOATS. viz., *Leek*, Entrance, 20s. First Prize, 20s.; Second, 10s.

The course in this race was the same as that in the sailing "boat" race, viz., from the Flagship to a mark-boat moored off Green Island, then to a boat off Chung Hui and back to the Flagship, the distance being about eight miles. The entries were:—

Agamemnon's pinnace 1
Audacious's pinnace 2
Victor Emanuel's galleon 3
Audacious's galleon 4
Vigilant's cutter 5
Rambler's whaler 6
Audacious's cutter 7

The boats started at one o'clock, and, favoured by a light breeze from the East, ran down to the first mark-boat in fine style, led by the Victor Emanuel's galleon, which rounded the mark four minutes ahead of the second boat, the Agamemnon's and Audacious's cutter. The leading boats rounded the mark at the following times:—

Victor Emanuel's galleon 1.26
Agamemnon's pinnace 1.30
Audacious's pinnace 1.30
Audacious's cutter 1.32

The Commodore's galleon still continued to lead, and rounded the second mark-boat first, followed by the other boats at the following times:—

Victor Emanuel's galleon 1.39
Audacious's pinnace 1.43
Agamemnon's pinnace 1.46
Audacious's cutter 1.47

From here the Commodore's galleon gradually fell astern and was in turn passed by the second and third boats, the race ultimately resulting as follows:—

Agamemnon's pinnace 2.47
Audacious's pinnace 2.51
Victor Emanuel's galleon 2.51

SAILING RACE.—FOR SAILING SHIPS' BOATS. viz., Entrance, 20s. First Prize, 20s.; Second, 10s.

Four sailing ships' boats entered for this race, as follows:—

Mercur's cutter 1
Mercur's jolly-boat 2
Oberon's cutter, aloop-rigged 3
Dartmouth's cutter 4

The race was started at one o'clock. The Mercur's cutter took the lead, and rounded the first mark-boat at 1.32, the Dartmouth's cutter and the Oberon's cutter following together at 1.33. The Mercur's cutter continued to hold her own for a short distance further, but before the second stake boat was gained, the Dartmouth's cutter had collared her, and these two boats rounded the stake boat together, bow and bow, at 1.48, and the Oberon at 1.50. The race resulted in a win for the cutter of the Mercur, which passed the winning post at 3.10, a long way ahead of the Dartmouth's cutter, which reached the goal at 3.23.

Mercur's cutter 3h. 10m.
Dartmouth's cutter 3h. 23m.

YACHT RACES.—FOR YACHTS OVER 10 TONS. Entrance, 50s. Time for tonnage. Cup presented by the Victoria Recreation Club.

Mr W. H. Ray's Cutter Kathleen, 20 tons.
Mr W. H. Ray's Cutter Naomi, 30 tons.
Mr R. W. Brooks' Cutter Ariel, 14 tons.

This race was started about one o'clock. The course was from the Flagship to Cowe Chow Island, thence to the South-west point of Stone-cutter's Island, back to the Flagship, then to a mark-boat moored off the Commodore Dock, and then back to the Flagship. There was a nice breeze blowing, but it was rather too light for the heavier yachts, and consequently resulted in a win for the little Ariel, without her time being taken.

On the run down to the first mark, the boats were favoured with a Easterly wind, the Naomi taking the lead, sailing across the tide. The wind then shifted, and favoured the Ariel, which immediately took the lead, and she was never caught, but came in an easy winner at 3.22.8.

Ariel 1
Naomi 2
Kathleen 3

SUPREME COURT.
IN ADMIRALTY.
 (Before Sir G. Phillips, Chief Justice, assisted by Commanders Davis, R. N., Darvin, and Leach, Commanders Ferguson, R. N., and Vigant, as Naval Assessors.)
 Friday, December 18.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage, and the various divisions, into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked α , near the Kowloon shore β , and those in the lode of the Shipping or midway between each shore are marked γ , in conjunction with the figures denoting the sections.

Section.	
1. From Green Island to the Gas Works.	5. From P. and O. Co.'s Office to Peddar's Wharf.
2. From Gas Works to Jardine's Wharf.	6. From Peddar's Wharf to the Naval Yard.
3. From Jardine's Wharf to the Harbour Master's Office.	7. From Naval Yard to Blue Buildings.
4. From Harbour Master's to the P. and O. Co.'s Office.	8. From Blue Buildings to East Point.

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Section.									
1. From Green Island to the Gas Works.									
2. From Gas Works to Jardine's Wharf.									
3. From Jardine's Wharf to the Harbour Master's Office.									
4. From Harbour Master's to the F. and O. Co.'s Office.									
Section.									
5. From P. and O. Co.'s Office to Peddar's Wharf.									
6. From Peddar's Wharf to the Naval Yard.									
7. From Naval Yard to Blue Buildings.									
8. From Blue Buildings to East Point.									
Vessel's Name.	Section.	Captain.	Flag and Registry.	Tons.	Date of Arrival.	Company or Agents.	Particulars.	Remarks.	
Steamers									
African	c	Christiansen	Ger.	str.	380	Dec. 12	Eduard Schellhass & Co.	Sydney, &c.	
Albatross	c	Hoy	Brit.	str.	1459	Dec. 7	Douglas Steamship Co.	Swatow	
Annapolis	c	Pinkham	Brit.	str.	2077	Nov. 12	Adams, Bell & Co.	21st inst.	
Anglo-Burm	c	Mackay	Brit.	str.	1299	Nov. 23	Melchers & Co.	Straits and Calcutta	
Angus Head	c	Hopworth	Brit.	str.	809	Dec. 18	Siemens & Co.	Shanghai	
Antelope	c	Paill	Ger.	str.	783	Dec. 23	Siemens & Co.	To-morrow	
Bellauna	c	Schaefer	Ger.	str.	780	Dec. 16	Russell & Co.	K'oon Dock	
Camorra	c	Grellie	Brit.	str.	1482	Oct. 10	Jardine, Matheson & Co.	Sydney, &c.	
Cantonian	c	Darke	Brit.	str.	1406	Dec. 9	Russell & Co.	To-morrow	
China	c	Uldrap	Ger.	atr.	648	Dec. 3	Chinese	To-morrow	
China	c	Hayo	Ger.	str.	1093	Dec. 9	Butterfield & Swire	Nagasaki	
Cicero	c	George	Brit.	str.	1030	Dec. 13	Arnhold, Karberg & Co.	To-morrow	
Cliveden	c	Ferner	Brit.	str.	1116	Dec. 17	Siemens & Co.	Haiphong	
Crusader	c	Rovins	Brit.	str.	645	Dec. 18	Yuen Fat Hong	Hohow, &c.	
Danube	c	Anderson	Brit.	str.	561	Dec. 18	Eduard Schellhass		
Dartmouth	c	Luthjens	Ger.	str.	1191	Dec. 13	Wielor & Co.		
Dicty	k	Hochreuter	Ger.	str.	166	Oct. 13	Wielor & Co.		
Dona	c	Zernahn	Ger.	str.	816	Dec. 12	Wielor & Co.		
Douglas	b	Young	Brit.	str.	932	Dec. 13	Douglas Steamship Co.	Coast Ports	
Etna	c	Broden	Ger.	str.	1472	Dec. 13	Wielor & Co.	20th inst.	
Euphrates	c	Mitchell	Brit.	str.	1300	Oct. 23	Russell & Co.		
Galatia	k	Pearce	Brit.	str.	2630	Dec. 9	O. & O. S. B. Co.	Y'hama & San F'isco	
Gaelic	c	Chatter	Brit.	str.	1301	Dec. 14	Arnhold, Karberg & Co.	To-morrow	
Glenflur	c	Norman	Brit.	str.	1335	Oct. 16	Jardine, Matheson & Co.		
Harriet	c	Grandin	Brit.	str.	1153	Dec. 4	Russell & Co.		
Iduna	c	Encke	Ger.	str.	237	Nov. 9	Eduard Schellhass & Co.		
Iolan	c	Bacon	Brit.	str.	981	Nov. 15	Gibb, Livingston & Co.	Calcutta	
Japan	c	Garner	Brit.	str.	1865	Dec. 7	David Sassoon, Sons & Co.	To-morrow	
Kwangang	h	Moore	Brit.	str.	1204	Dec. 16	Adams, Bell & Co.	K'loon Dock	
Lee Sang	c	Wood	Brit.	str.	1000	Dec. 16	Jardine, Matheson & Co.		
Lorne	c	Quarry	Brit.	str.	1091	Dec. 18	Jardine, Matheson & Co.		
Lorne	c	Hunter	Brit.	str.	1035	Dec. 10	Tunz Kue & Co.		
Moray	c	Duncan	Brit.	str.	1426	Dec. 2	Adams, Bell & Co.		
Maichow	c	Newton	Brit.	str.	862	Dec. 16	Yuen Fat Hong		
Maichow	c	Bleichen	Ger.	str.	1400	Dec. 6	Ed. Schellhass & Co.		
Meuschen	c	Alexander	Brit.	str.	732	Nov. 29	Arnhold, Karberg & Co.		
Verdun	b	Brown	Brit.	str.	873	Dec. 17	Arnhold, Karberg & Co.		
Verwaerts	c	Brulin	Ger.	str.	612	Nov. 23	Russell & Co.		
Woosung	c	Arthur	Brit.	str.	1109	Dec. 13	Butterfield & Swire	Sydney, &c.	
Zafiro	c	Talbot	Brit.	str.	675	Dec. 18	Wielor & Co.	Amoy and Manila	
Sailing Vessels									
Adolph	c	Focken	Ger.	bg.	256	Nov. 30	Eduard Schellhass & Co.		
Alden Bease	c	O'Brien	Amer.	bge.	812	Dec. 21	Melchers & Co.		
Anglo Indian	c	Richter	Brit.	bge.	444	Nov. 24	Chinese		
Anna Siebin	c	Paulsen	Ger.	bge.	604	Dec. 12	Wielor & Co.		
Annie	c	Grande	Ger.	bge.	423	Oct. 31	Wielor & Co.		
Argonaut	c	Greer	Brit.	bge.	977	Oct. 30	Messageries Maritimes		
Arcturion	c	Meyer	Ger.	bge.	235	Aug. 4	Melchers & Co.		
Centennial	c	Bearese	Amer.	bge.	1222	Oct. 4	Order	Philippines	
Ceylon	k	Calhoun	Amer.	bge.	605	Dec. 15	Wing Chong Kit.		
Channel Queen	c	Le Lachenr	Brit.	bge.	609	Dec. 18	Eduard Schellhass & Co.		
Charon Wattana	c	Gulrich	Siam.	bge.	59	Dec. 18	Chinese		
Darmouth	c	Clinton	Brit.	bge.	915	Oct. 4	Melchers & Co.		
Edna	c	Irwin	Brit.	bge.	313	Oct. 26	Wielor & Co.		
Elise	b	Rowehl	Ger.	ah.	1348	Nov. 8	Arnhold, Karberg & Co.	London, &c.	
Emily	c	Watt	Brit.	bge.	296	Nov. 12	Wielor & Co.		
Emily F. Whitney	c	Rollins	Amer.	nh.	1240	Oct. 8	Gibb, Livingston & Co.		
Felix	c	Dahlberg	Russ.	bge.	871	Nov. 3	Melchers & Co.		
Franklin	c	John Antola	Brit.	nh.	177	Nov. 6	Tal Chong		
Friederich	c	Spiesen	Ger.	bge.	695	Dec. 13	Siemens & Co.		
Salvatore	c	Stunzel	Ger.	bge.	619	Nov. 23	Chinese		
General Berthaut	c	Croix	Fch.	bge.	560	Oct. 8	Carlowitz & Co.	London, &c.	
George	c	Grant	Brit.	bge.	805	Nov. 25	Adams, Bell & Co.	Victoria, B.C.	
Grandeuse	h	Ellis	Brit.	nh.	1678	Oct. 2	Melchers & Co.	San Francisco	
Great Admiral	c	Thompson	Amer.	nh.	1460	Oct. 9	Order		
Guiding Star	c	Schneider	Brit.	bge.	312	Nov. 26	Eduard Schellhass & Co.		
Hermione	c	Kassebohm	Ger.	ah.	1454	Dec. 6	Melchers & Co.		
Helicon	k	Hoves	Amer.	nh.	1139	Dec. 12	Russell & Co.		
Highlander	k	Bachelder	Amer.	nh.	1290	May 10	Russell & Co.		
Isaac Reed	c	Colley	Amer.	nh.	1483	Oct. 7	Order		
J. B. Newcomb	c	Newcomb	Brit.	bge.	830	Nov. 6	Carlowitz & Co.	London, &c.	
John Potts	c	Vogt	Brit.	bge.	391	Dec. 5	Order		
Kepler	c	Cochran	Brit.	bge.	703	Nov. 21	Siemens & Co.	Philippines	
L'Esperance	c	Bogers	Brit.	bgts.	351	Dec. 17	Chinese		
Lady Harwood	c	Williams	Brit.	bge.	682	Dec. 9	Chinese		
Lottie Fairfield	h	Bingay	Brit.	sch.	104	Nov. 18	Siemens & Co.		
Lucia	h	Crowley	Brit.	bge.	640	Oct. 5	Arnhold, Karberg & Co.	London, &c.	
Lucile	c	Lawrence	Amer.	nh.	1329	Nov. 28	Melchers & Co.	K'loon Dock	
Mercur	c	Dick	Brit.	bgts.	249	Nov. 29	Order		
Minerva	c	Palmas	Ger.	bg.	319	Dec. 15	Captain		
Mishew	c	Cronlande	Brit.	bge.	1398	Nov. 30	Douglas Steamship Co.		
Nicoen	c	Foster	Brit.	bge.	594	Nov. 13	Wielor & Co.	Victoria, B.C.	
N. Gibson	c	Bailey	Amer.	bge.	704	Sept. 16	Russell & Co.		
Oberon	c	Farrell	Brit.	ah.	1193	Oct. 18	Russell & Co.		
Ophir	k	Samsonov	Norw.	bge.	757	Dec. 7	Eduard Schellhass & Co.	San Francisco	
Palmyra	c	Minotti	Brit.	bge.	1291	Oct. 16	Russell & Co.	Cleared	
Richard Paterson	c	Twissie	Amer.	ah.	1116	Oct. 22	Order	Coast P.	
Soochow	c	Baileie	Brit.	bgts.	473	Nov. 26	Bornoe Co., Limited		
South America	c	Powl	Amer.	ah.	1694	Sept. 15	Russell & Co.	New York	
Storforster	c	Gadd	Russ.	bge.	585	Nov. 11	Arnhold, Karberg & Co.	New York	
Three Brothers	h	Kahlcke	Brit.	bge.	366	Nov. 6	Chinese	Cleared	
Titan	c	Alleyne	Amer.	ah.	1180	Aug. 28	Fustat & Co.		
Valocity	c	Martin	Brit.	bge.	691	Dec. 12	Butterfield & Swire		
Wallace	c	Baith	Brit.	bge.	1583	Dec. 30	Captain		
Westland Jew	c	Nichols	Amer.	ah.	1660	Nov. 30	Adams, Bell & Co.		
Yllo de Ryvadia	k	M. de Camus	Span.	bg.	274	Nov. 18	Brandao & Co.		

	<i>Name.</i>	<i>Rig.</i>	<i>Tons.</i>	<i>Gun.</i>	<i>I. H. P.</i>	<i>Captain.</i>	<i>Where at.</i>
	Agamemnon	d. s. turret ironclad	8810	6	6389	Captain Samuel Long	Hongkong
	Albatross	composite screw sloop	940	4	940	Commander Chas. Hicks	Port of Hamilton
	Adriaticus*	double-screw iron frigate	6010	14	4353	Captain H. H. Tessem	Hongkong
	Champion	corvette	2389	14	2240	Lieut. C. T. Powell	Nagasaki
	Cleopatra	corvette	2380	14	2810	Act. Captain A. Schomberg	Yokohama
	Cookchafer	gunboat	465	4	470	Lieut. Comr. H. H. Botsler	Port Hamilton
	Curaçao	corvette	2383	14	2540	Captain G. J. G. Hamner	Nagasaki
	Daring	composite sloop	940	4	929	Commander Davis	Hongkong
	Elek	double-screw gunboat	350	3	340		In reserve
	Esper	gunboat	436	4	455	Lieut. Comr. H. R. Adams	Hongkong
	Firebrand	gunboat	450	4	—	Lieut. Comr. D. L. Dickson	Foochow
	Flying Fish	sloop	940	4	840	Captain J. P. Maclear	Manila
	Isabel	double-screw gun-vessel	787	5	1050	Commander Geo. W. Hill	Hongkong
	Merlin	gunboat	450	4	450	Lieut. Comr. W. M. Mathison	Hongkong
	Midge	double-screw gun-vessel	465	4	470	Commander Hotham	Hongkong
	Pegasus	composite screw sloop	1139	6	970	Commander B. T. Moore	Yokohama
	Rambler	sloop	830	—	—	Commander W. U. Green	Hongkong
	Sapphir	corvette	1370	12	2360	Captain R. G. Kinahan	Singapore
	Swift	double-screw gun-vessel	794	5	1010	Commander A. C. B. Bromley	Shanghai
	Tweed	double-screw gunboat	350	3	340		In reserve
	Victor Emanuel	receiving ship	3037	20	—	Commodore Morant	Hongkong
	Vigilant	padding despatch-vessel	838	2	1230	Lieut. Comr. Farquhar	Hongkong
	Wanderer	gunboat	925	4	760	Captain Orford Churchill	Hankow
	Wreath	turret ship	1800	4	1450		In reserve
	Zephyr	gunboat	450	4	330	Lieut. Comr. Chas. K. Hope	Tientsin

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

Na- me.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Abreck	Russian aviso	1684	7	300	Captain Schanz	Vladivostok
Alert	U. S. corvette	541	4	600	Commander C. J. Barclay	Shanghai
Albatross	French frigate	4000	—	—	Commander Tréve	Saigon
Amphib	French gun-vessel	483	—	—	Lieut. Commander Nérot	Haiphong
Dives	French transport	400	—	—	Captain Legrand	Saigon
Decres	French cruiser	861	—	—	Captain de Montevran	Yokohama
Duchaffault	French cruiser	1500	10	—	Comdr. Lemercur Mousaux	Yokohama
Ermak	Russian transport	1000	4	60	Captain Kolchak	Japan
Gornostai	Russian gunboat	456	6	80	Commander O. W. Starck	—
Ibis	German gunboat	430	4	340	Lieut. Commander Hofmayer	Hongkong
Ilja	French gunboat	450	—	—	Commander Foust	Haiphong
Jaguar	French corvette	2300	—	—	Commander St. Matrice	Saigon
Lachochetier	French corvette	2300	—	—	Capt. Maquet	Haiphong
La Perouse	French gunboat	457	4	100	Commander Perch	Kobe
Lufin	French corvette	2400	—	—	Commander Merrill Miller	Yokohama
Mafion	U. S. corvette	530	—	—	Commander F. J. Higginson	Tientsin
Monocory	U. S. gunboat	1375	6	750	Commander Kistner	Yokohama
Nautilus	German gunboat	650	4	1000	Commander J. J. McGinsey	Yokohama
Nespe	U. S. corvette	2100	8	800	Lieut.-Com. Thomas Nelson	Shanghai
Paler	U. S. gunboat	305	6	600	Commander Poldine	Haiphong
Plavier	French gunboat	480	—	—	Commander M. Buge	Saigon
Primauguet	French corvette	2200	—	—	Capt. de Montevran	On arrival
Prinz Adalbert	German corvette	3980	14	—	Commander Richard	Shanghai
Rigault de Genouilly	French corvette	3500	15	—	Commander Mayer	Chiao
Roland	French gun-vessel	1700	—	—	Commander W. Mouin	Saigon
Sagittaire	French corvette	419	—	—	Captain Avila	Nagao
Stone	Portuguese gunboat	230	—	—	Captain R. L. Phythian	Shanghai
Toucan	U. S. frigate	2200	10	3000	Captain Dupuis	Hongkong
Toucan	French frigate	5100	—	—	Commander Emilio J. Barcos	Manila
Volcano	Spanish corvette	1175	—	—	Commander Lapoyre	Saigon
Viper	French gunboat	405	—	—	Captain Gies	Saigon
Volta	French corvette	1900	9	800	—	—